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extremity of Burun Tabia, which is the western point of the bay. [504]

The harbours, though approachable in all weathers, are exposed to the violence of south-westerly gales; and in 1910 the British Consul stated that complaints were general with regard to their unsafe condition. In 1911, on the subsidence of one of the moles, [653] a scheme was framed which comprised considerable extensions and improvements. The funds provided by the Congress of Harbour Authorities were at first insufficient, but in 1913 the sum of £750,000 was provisionally assigned. The preliminary work and surveys were completed by June of the following year, but on the outbreak of war the undertaking had to be abandoned.

The dangers incurred by shipping in bad weather and the inadequacy of the port to deal with increased traffic resulting from the manganese trade have for years impeded the commercial development of Batum. From 1878 to 1886, however, it enjoyed eight years of exceptional prosperity as a 'free port'. Even after the withdrawal of this privilege in 1886, the petroleum [459] export maintained trade at a high level until the labour disturbances of 1903–5, from the disastrous effects of which the port has not yet recovered. The total value of its trade in 1913 was £5,134,732, of which £4,552,200 represented exports and £582,532 imports. Coasting trade, carried on exclusively by Russian ships, was very prosperous in that year.

Gagri is an open roadstead, providing anchorage for small vessels in 5–6 fathoms. The Government had in contemplation a scheme to build a harbour of refuge there, for which a sum of £211,000 was assigned in 1913.

Gelendjik Bay, which is 2½ miles long and 1¼ miles deep, is sheltered from the violent north-east winds. Light vessels find good anchorage in 12 ft. of water.

The open roadstead at *Gudaut* is used by coasters only.

Novorossiisk harbour has been artificially formed by the construction of two moles, each half a mile long. On

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Sukhum Kale in Sukhum Bay affords indifferent anchorage in 6–8 fathoms. There is a quay, 56 yds. long, built on piles. A sum of £370,000 was assigned in 1913 for improvements to this port. 504

Tuapse roadstead, open to the south and south-west, is protected from north-west winds, and affords good anchorage in 6 fathoms. Two moles, half a mile apart, converge to form the old harbour, the depth inside the eastern mole being 23 ft. When the railway was brought to Tuapse, it was realized that the existing harbour accommodation would be inadequate. A concession to build a safe harbour was granted to a French firm in 1909, but, as they failed to fulfil their agreement, the State took the work over in 1913, and it was nearing completion in the autumn of 1914. [653]

(ii) *On the Sea of Azov.*

The Caucasian ports on the Sea of Azov are as yet undeveloped, and relatively unimportant.

Akhtar Bay is so shallow that steamers have to anchor 9 miles from the coast, steam barges bringing out the cargoes.

Temryuk stands on a peninsula dividing two shallow lakes. Its harbour is connected with the sea by a channel 12 ft. deep, navigable by light-draught steamers. There are two piers, but vessels anchor out in the bay. A considerable trade is done in grain and fish.

Yeisk stands at the base of a sandy spit, on the east of which an artificial harbour has been dredged to a depth of 12 ft., with an inner basin 350 yds. long. Projects have been considered for the construction of a deep water port there, to be connected with Ekaterinodar by a branch line.

(iii) *On the Caspian Sea.*

Baku stands on a crescent-shaped bay, 7 miles wide from point to point, protected on the south by Cape

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504 Bailov, and on the east by the Kargin Islands, which lie at the entrance to the bay, 7 miles out at sea. A line of quays extends 4 miles, and there are 14 piers, owned by various shipping companies, each company having its own wharf, warehouses, and offices. In [633] 1914 the State assigned £100,000 for the building of other wharves, although there was already ample accommodation for the steamers engaged in oil transport and in the Transcaspian trade. At Cape Bailov there is a capacious dock.

Derbent (Derbend), 154 miles to the north-west of Baku, is an open roadstead, affording no protection from the north and south-east winds, which blow with great violence at certain seasons. There are no harbour facilities, but various shipping lines visit the port regularly. There is a considerable local trade in fish.

Lenkoran, on a shallow bay, offers only exposed and indifferent anchorage. Large ships lie 3 miles out to sea. There is a considerable trade in boxwood.

Petrovsk, 81 miles north-west of Derbent, has a fair harbour, formed by a curved stone mole, 500 yds. long, on the south. There is a wooden pier on the north, and both mole and pier are connected by lines of rails with the railway station. There are berths for about 10 steamers. The quays and wharves are lit with electric light. The port is closed by ice in January only, and in the winter months, when the Volga is [439] frozen, Petrovsk does a considerable transit trade between Russia in Europe on the one side and Persia and Transcaspia on the other. It also exports oil from Grozni to the Volga. All the Caspian Sea steamship companies call at Petrovsk regularly.

(*b*) *Shipping Lines*

505 (i) *Russian.*—The Russian Steam Navigation and [477] Trading Co. had almost a monopoly of the Black Sea shipping services, and, under a contract due to expire in 1928, received an annual subsidy of £98,000 from the State. It had piers at the ports of Batum and

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district); at Dzansul copper mines (1,000 horse-power); and two at Erivan.

Smaller electric plants are to be found at New Athos Monastery (at Goro); at Borzhom, on the Grand Ducal estates; and at Akhalkalaki, in private hands.

The electric power-stations on the Baku oil-fields have already been mentioned (see p. 73).

The water-power offered by the rapid streams of the Caucasus has hitherto been almost entirely neglected, but in 1914 an important scheme was set on foot for the erection of two large power-stations, one on the Terek at Kazbek on the Georgian Military Road, and the other at Elenoffka, in Erivan, utilizing the waters of Lake Gokcha. The concession for the erection of turbines and generators for supplying power to all the industrial centres of Caucasia as well as for the lighting of cities was granted to a British company, and preliminary work had been carried out by August 1914.

A scheme was also under discussion in 1913 and 1914 for utilizing the refuse-laden overflow of the River Kvirili for generating electric power to be used in ferro-manganese furnaces.

(C) COMMERCE

(1) Domestic

(a) *Towns, Markets, and Fairs*

Baku, besides being the refining centre for the oil produced in the neighbouring fields, is also a distributing centre for the imports of Central Persia and Transcaspia. The volume of trade which passed through Baku to and from Persia and Russian Central Asia in 1912 amounted to over 5,000,000 tons, and was steadily increasing in 1914 at the expense of that of the trans-Armenian and trans-Mesopotamian routes. The population of Baku and the adjacent oil-fields in 1914 amounted to nearly 380,000. In 1909 the municipality raised a loan of £2,842,000 (of which £1,300,000 was

361 subscribed in London) for the purpose of a new water-
653 supply, drainage, and the construction of an electric station. Only the first of these three works has been carried out. A description of the port of Baku is given above, p. 45. 7

361 *Ekaterinodar* is the centre of the increasingly im-
438 portant trade in tobacco. It has an annual fair, at which the value of goods exchanged is said to be about £400,000. There are several refineries, dealing with oil from the Maikop fields. As the town is both an agricultural and an industrial centre, experimental fruit-farms and technical schools have been opened there.

Tiflis, the seat of Government, is a fine modern town, with electric light, electric trams, and cold storage facilities. Only in the oriental quarter are there open bazaars. It is the distributing centre for Russian manufactured goods, and also does a large transit trade in Persian exports.

Vladikavkaz is the principal town of Ciscaucasia and an important agricultural centre. *Elisavetopol* is a centre for trade in wine, fruit, and cotton; *Erivan* and *Kutais* for trade in wine and fruit. *Stavropol*, *Akhaltsikh*, *Alexandropol*, *Kars*, *Grozni*, *Nukha*, and *Maikop* are all agricultural centres, the last especially for wine, while Nukha, Akhaltsikh, and Alexandropol are particularly concerned with fruit. Grozni and Maikop are also petroleum centres.

The principal centres of industry are *Tiflis*, *Baku*, *Batum*. *Ekaterinodar*, *Shusha*, *Novorossiisk*, and *Chavka*. Batum is declining as an industrial centre, whilst Baku and Ekaterinodar are progressing; both these last-named towns doubled their budgets between 1904 and 1909.

All Transcaucasian towns have their bazaars, and in the less populated and poorer districts monthly fairs take the place of shops.

Batum, Novorossiisk, Poti, and other ports are described above (pp. 42–46).

7 [see cat. 116 -- Analyst]